

PEOPLE OF DENMARK HARD HIT BECAUSE OF THE WAR

Shortage of Fuel Supply Causes Daily Shuttling Off of Gas in Cities.

LETTERS TELL OF CONDITIONS

Williamsburg Woman Receives Word From Relatives in Scandinavia. Visitor to Germany Says People Are Better Off Than Last Year.

A graphic picture of how the great war is causing suffering and want in the small neutral countries of Europe is painted in two letters recently received from relatives in Denmark by Mrs. A. P. H. of Williamsburg. The letters show clearly that there is no foundation for the assertion that Denmark is prospering from the war and indicate that there is an acute shortage of food but also of fuel. Richmond people will appreciate what it means to learn that in Denmark the gas supply is shut off several hours every day in order to save coal.

Translations of the two letters follow:

We are suffering more and more from the war. The coal shortage is very acute, and by everything must stop plants, and street cars. The railway traffic is now being limited. No more trains are running than in 1880. Traveling is difficult and disagreeable, as there are no more motor cars, and many cannot get to the trains. Besides, we are much in need of kerosene, oil and gasoline. All motor cars have stopped. A woman went to work in the middle of the last week.

Gas is cut off several hours each day, and the quantity you paid for is not very economical with your electricity. It will be cut off. People that have never seen light for gas, have to stay in the dark as they only can get one pint of kerosene oil a month. You know what that means here in our darkest period. Starvation comes not because of lack of food, but because of lack of fuel. Whole oil can be had on cards by farmers, that have to use lanterns in their stables.

CONDITIONS MADE WORSE

BY AMERICAN ENTRY INTO WAR

Since the United States entered the war, conditions here have become worse. Now we cannot buy any grain or fodder. The farmers kill the cattle and hogs and the country has only a small percentage left for the necessities. You ought to see the poor underfed hogs, that are killed and put on the market. The pork is not as much as it used to be. Here are many, many people that neither have light, heat nor food.

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YOUNG RADIO OPERATOR DESCRIBES "SUB" ATTACK

Shelled for Four Hours, Remington Answers "Never!" to "Don't Surrender!" Appeal From American Destroyer Rushing to Rescue.

BY ARTHUR KILBARE

"Those were four high-speed boats," Young Remington declared solemnly with a reminiscent shake of the head. "Four high-speed boats crammed and jammed full of what the poet calls 'touch and go for life.' From the moment that the sub first got our range until four hours later, when she ducked away from the guns of the destroyer, there was enough action and excitement aboard the crazy old Luckenbach to give live or Griffith or any of those movie moguls material for the rest of their lives."

Of course, you recognize the speaker. He is Frederick H. Remington, wireless operator, late of the United States Navy and now doing research radio work for Uncle Sam at the Tullis Radio School, where I found him. Tall, serious of mien and spectacled, he looks several years older than his twenty years. He is Boston born and bred.

"Old Dame Destiny must have been sore at me when the navy shipped me, for she was never kinder to me than when I was aboard the J. L. Luckenbach," he went on.

"For only a few weeks before I had been assigned to the Benford, and you probably remember that she was sunk off the coast of France late last September. Well, I overstayed my leave two and a half hours on the day before I was to report, and another operator got the Benford job."

"A crazy old tub was the Luckenbach. She actually was rocking at the dock on the day we sailed from an Atlantic port for our first voyage. A \$2,000,000 worth of cotton and minerals stowed away in her hold. And she was 'flaming' either when I tell you that one of the new men got seasick before she ever left port."

"We got out on the 14th—Saturday—and rolled along at ten knots or so for a week. Then the old Destiny Dame got in her first lick. We broke down, and for six hours the Luckenbach literally rocked in the cradle of the deep before they patched her up."

"Five days later we passed several American destroyers, and we might have had a convoy, but the skipper preferred to take a chance on getting across alone. He'd had good luck on the trip before, but seeing that we lost every convoy we went in with later, the skipper must have had inside information of the way his ship was going to act."

"The very next day we got our good and plenty. I had stood the 12 to 4 watch that morning, gone below, snatched a few hours sleep and gotten up at daybreak for breakfast."

"Six bells—that's 7 o'clock—had just rung when I went up on deck to stretch. I stood at peace with myself and the world. I must have been daydreaming a few minutes later, for I didn't grasp the significance of a hail from the man in the crow's nest forward that came following down to me."

"Submarine! Submarine! Astern on the port side!" "But when the old iron deck of the Luckenbach began to ring with the tramp of feet as everybody ran up on deck, I woke up and peered in the direction of the look-out's pointing hand. Couldn't make the sub out at first, because we were so low down in the water. You see, our deck was practically flush with the water—just two feet of freeboard on the side."

"I remember hanging over the rail and looking down on the checkerboard camouflage of the Luckenbach, and saying to myself that the Hun must have shot overboard the look-out's. And as I looked out over the water it was so smooth that I experienced a queer desire to go sailing in a canoe. At that the old Luckenbach was rolling like an ordinary ship would in a heavy sea."

"It was just 7:45 A. M. when the look-out yelled again. This time I had moved aft by the wireless room and by glancing my eyes could make out the submarine. It was clearly too confoundedly clear. She was clipping it off at about fifteen knots and gradually swinging in broadside to us."

"Guess I told you we had a gun crew aboard. Well, under the direction of 'Happy,' their chief petty officer, they had manned the guns fore and aft and were all ready to fire at command."

"What do you think of our chances?" the skipper asked 'Happy' when the two of them huddled together.

"I'm not thinking," 'Happy' shot at him in a hurry. "I know I'm going to let him and we're going to stick with him till the finish. Captain, a United States Navy man doesn't know the meaning of 'abandon ship!'"

"Say, I've heard Fourth of July orators spread-eagling for hours without a thrill, but when that little, weakened old warrior, who had been a sailor man in the navy for thirty years, pulled those lines I just felt an electric shock of patriotic pride run through my whole system."

"In the wireless room, Kip, my chief operator, was pounding out the old 'V's.' His head was bent down over the desk. I looked over his head, and was just noting that it was 7:50 by the clock when I heard the first boom from the sub."

"I whirled and saw the big shell leaving the gun, just as I've seen it in the center-field bleachers at Braves' Field and watched a ball soar away for a few seconds. Then as it came on swift and sure I was rooted to the spot. Couldn't tell where it was going, but I was right of it completely."

"But I went over by two feet, and as it did 'Happy' sang out, 'Begin firing!' And our guns fore and aft let her at the sub. Four-inchers and eight-inchers, and we got the range of the tub."

"Never mind, we're getting 'em," Kip yelled at me when the second boom dropped over uncomfortably close. "He had hardly spoken when their third shot got us ten feet away from the sub. The radio was in commission for they knew that we were signaling for help. The shot ripped through the end of the deckhouse, but contained the radio, but no one was hurt."

"Then came a full in the sub's firing. At first I thought we were beating them off, but as I ran down aft I heard 'Happy' cursing the German for a quitter, and between his double-barreled word shooting, explaining that the sub was pulling just out of range, where he would begin again with his five-inchers."

"Begin again they did. I forgot to tell you that the sub had come up from port and was lying off just abeam of our starboard side. Didn't dare to get close enough to take a chance on torpedoing us. Now I estimated that she was between four and five miles away."

"Who are you going to do?" I asked 'Happy' as he sped by to hurry up the ammunition from the aft hold. "I can't hit him," 'Happy' panted between breaths, but I can keep him where he is! Then he turned and looked around at the aft gun. "What's the matter?" he howled at a peering, dirt-begrimed gunner. "She's busted on the forthright shot," said the gunner.

"Happy" had no comment to make for a second. Then he took command: "All hands man the forward gun!" "I can't begin to tell you of the excitement of the whole thing," said Young Remington, his blue eyes shining with reminiscence. "Nobody was in the air; we were doing everything we could do and doing it. If that expression describes our feelings, it does."

NEVIA HELLMAN STICKS TO POST ALL THROUGH FIGHT

"What steadied me most of all was the fact that the Hun was away up in the exposed pilothouse. I take off my hat to that lad. His hands were glued to the wheel, and he stood there as cool as a cucumber. I was in the whole four hours did he change expression, and the pilothouse was literally riddled with shrapnel. An hour had gone by in something like what seemed to me only fifteen minutes. Not for a minute had the Hun ceased firing. But even though she was hitting us, we were getting peppered with shrapnel, and the shrapnel as it burst overhead."

"One of these raised merry Ned with the antennae of the wireless, and 'Kip' came hopping out of the radio room looking for some one to go aloft and make repairs. It was a case of shyness in the look-out's reaching out for the broken wires and repairing them with a leg hold for your only support. A job for a seaman."

"Mind you, all the while she was bursting at the rate of two or three minutes. Aft it was simply raining shrapnel. Smoke was pouring out the back of the Luckenbach as she went over the top. The Hun was green and white as bad enough on deck. It was simply hades up there."

BROKEN WIRE, A REAL HERO

"I wish I could tell you the name of the man who did go up, for he was a regular hero. He climbed up to the antennae as though the Luckenbach were at anchor. He was a real hero. He went up with just an 'Aye, aye, sir!' to the skipper."

"I shall whiz by his very hand as he reached out to grasp the broken strand of broken wire, but he never turned a hair. His hand kept reaching out and fumbling for it with a second or two's delay. He came down and went about his business as though he had done nothing extraordinary. If he was put into a medal, it would be for that."

"Then the Hun got us twice right at the water line, almost directly under the forward gun. So the skipper pumped a gang down to plug the holes up with cotton."

"By this time the gun crew were dead tired from loading and firing so rapidly and the look-out's had the ammunition hold. It took a man fully three minutes to get from his hold to the forward gun, all the while climbing and ducking with his head and shoulders over the side. He made his way down the full length of the ship. When she first got the Hun, the aft gun failed he was forced to bring her broadside round, so that the forward gun might get into the game."

"It was then that we dropped the smoke boxes into the water. They landed in contact with the water, and for a few minutes we were out of sight of the sub, but she hung around the smoke and resumed firing. We dropped some more, but when the wind whipped the smoke back in the water we had to give it up."

"Just about 8:15 Kip came bounding out of the radio room again, smiling as though he was on a picnic. 'Pass the word along,' he told me. 'I've just picked up an American destroyer, and they're coming hullabaloo bent for us. Everybody responded with a jump and a grin when I did it.'"

"Kip had finally crashed an 'S O S' through."

"From speed and position of your ship, should you see in about two hours, was the ghastly sound of the word along. 'Pass the word along,' he told me. 'I've just picked up an American destroyer, and they're coming hullabaloo bent for us. Everybody responded with a jump and a grin when I did it.'"

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